

## Safety

CAP continues to serve America in a wide variety of missions in a safe and effective manner. CAP leaders realize the magnitude of the risks volunteers face and have proactively taken measures to eliminate or minimize them at every opportunity. By employing risk assessment and trend analysis in the various facets of our safety program, CAP has targeted the training of our personnel and the equipment they use.

*Flight Safety:* In CAP's Flight Safety Program, techniques and recommendations to enhance basic flight skills were provided to all CAP pilots and highlighted at CAP flight clinics across the nation this year. In addition, the safety staff assessed challenging flying missions and found risk reduction opportunities in mountain search and rescue and over-water counterdrug missions.

The recently introduced mountain flying training course is reaching more mountain flyers than ever before. To enhance the course and safety of CAP pilots even further, a video was produced on mountain and sea survival topics. This video will be used in upcoming distance-learning programs. To complement this training, new survival equipment has been procured. Life rafts, personal flotation devices, radios and electronic signaling devices will all contribute to the added safety of aircrews in the event of an emergency. Last year, CAP's air-

craft accident rate was the lowest in the history of the organization. CAP's rate of 0.93 accidents per 100,000 flight hours represents an exceptionally high level of safe performance. In fact, CAP operated more safely than general aviation, U.S. Air Force aero clubs, and the U.S. Air Force as a whole.

*Vehicle Safety:* CAP's Vehicle Safety Program remains extremely effective, with only one minor injury reported. The program focused on tire hydroplaning, turning characteristics of long vans and continued use of seatbelts. This contributed to success of the safety program. The initiative to equip the CAP vehicle fleet with daytime running lights is paying off. No head-on, failure-to-yield mishaps were reported this year. This type of mishap was identified in a risk management assessment as one of the most deadly. Daytime running lights were chosen as CAP's risk control to reduce this hazard.

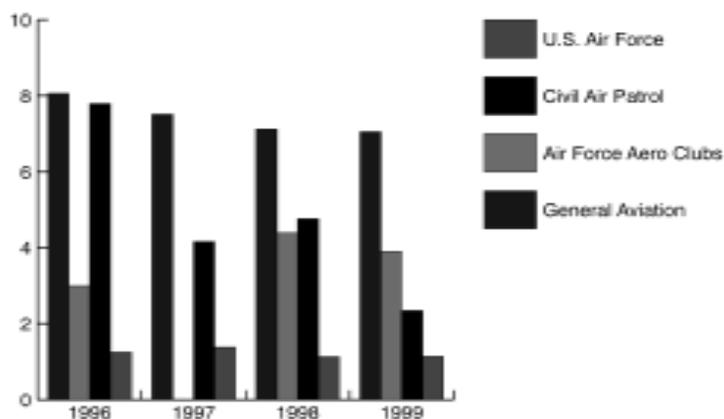
*Personal Safety:* CAP's Bodily Injury Prevention Program identified a need to focus mishap prevention efforts on cadet activities. Deliberate Operational Risk Management was found to be so effective at identifying hazards, assessing the associated risk and developing risk controls, that it was made a mandatory requirement for all CAP National Headquarters-sponsored cadet activities. DORM allows program managers to review, in advance, areas of risk inherent to their activity

and integrate risk controls at the planning stage. Adopting this risk management program has already been instrumental in identifying facility and procedural improvements that have

enhanced cadet safety.

As CAP expands its role of service to the nation, it will maintain vigilance of the risks volunteers face.

CAP Wing	Missions	Personnel	Sorties	Flying Hours	Saves
Alabama	52	239	21	39	2
Alaska	221	NA	238	436	13
Arizona	85	492	58	135	0
Arkansas	34	203	44	73	0
California	313	1,599	227	451	0
Colorado	37	1,436	523	1,217	15
Connecticut	27	229	16	30	0
Delaware	13	117	10	22	0
District of Columbia	10	74	2	5	0
Florida	319	2,171	197	365	4
Georgia	81	347	41	72	1
Hawaii	6	27	8	22	0
Idaho	26	179	35	64	0
Illinois	43	164	10	19	0
Indiana	42	310	25	64	1
Iowa	13	89	14	33	0
Kansas	33	113	12	32	0
Kentucky	10	55	8	13	0
Louisiana	66	260	50	101	0
Maine	22	145	20	44	0
Maryland	53	480	25	50	1
Massachusetts	57	460	50	88	0
Michigan	46	984	292	725	2
Minnesota	29	265	22	37	0
Missouri	31	235	15	33	0
Mississippi	33	188	11	23	1
Montana	6	21	6	13	2
Nebraska	7	52	7	15	0
Nevada	26	233	69	203	8
New Hampshire	11	77	6	8	0
New Jersey	65	321	34	45	1
New Mexico	15	155	83	202	2
New York	78	590	61	135	0
North Carolina	83	522	40	82	2
North Dakota	12	88	21	63	0
Ohio	70	476	61	119	0
Oklahoma	47	356	42	89	0
Oregon	51	335	89	189	10
Pennsylvania	67	1,490	199	391	2
Puerto Rico	1	4	0	0	0
Rhode Island	10	81	3	6	0
South Carolina	55	234	55	90	1
South Dakota	10	211	40	75	0
Tennessee	35	273	25	50	0
Texas	226	1,587	217	379	3
Utah	26	335	144	275	0
Vermont	7	91	6	12	0
Virginia	98	569	62	129	0
Washington	32	245	65	123	1
West Virginia	20	117	6	17	0
Wisconsin	44	1,590	117	318	4
Wyoming	15	171	43	83	1
<b>TOTALS</b>	<b>2,819</b>	<b>21,085</b>	<b>3,475</b>	<b>7,304</b>	<b>77</b>



Rate=number of aircraft accidents per 100,000 flying hours.  
At press time, CAP's accident rate in 2000 was 0.94. The U.S. Air Force was 108.  
Statistics for Air Force aero clubs and general aviation have not yet been published.

POSITIONED FOR  
THE FUTURE



POSITIONED FOR  
THE FUTURE



Appropriated funding supports payments to America's Air Force auxiliary, the Civil Air Patrol corporation. The corporation supports nearly 60,000 members, 530 corporate aircraft, and 950 corporate vehicles at more than 1,700 operating locations. Some expenses supported by O&M funding include staff compensation and benefits, travel, rent, utilities, maintenance for aircraft and vehicles, flight reimbursement for search and rescue, disaster relief, counterdrug missions, cadet uniforms, and liability insurance. The procurement dollars al-

lowed CAP to purchase new aircraft, vehicles, and communication equipment.

The CAP is required to keep and report accounts in accordance with public law, Title 36, which requires CAP to use "generally accepted accounting principles." The Financial Accounting Standards Board required functionality accounting and reporting for all expenses for not-for-profit corporations. CAP's headquarters expenses are broken out as aerospace education, cadet programs, emergency services, and administrative. The annual audit will reflect this functional breakout.

## U. S. Air Force Appropriated Funds

*Provided To Support Civil Air Patrol Programs*

### CAP

<b>Operations &amp; Maintenance:</b>	<b>\$23,225,982</b>
Liaison Salaries & Benefits	3,822,420
Liaison Operational Expenses	890,900
Emergency Services	
Search and Rescue Missions	5,036,301
Counterdrug Missions	2,978,807
Drug Demand Reduction Program	386,893
Liability Insurance	883,677
Vehicle/Equipment Maintenance	1,576,363
Aircraft Maintenance	1,138,277
Communication Maintenance	710,660
Aerospace Education	2,754,830
Cadet Programs	2,880,967
General and Administrative	165,887
<b>Procurement</b>	<b>\$ 3,617,747</b>
Aircraft Procurement	2,488,000
Vehicle Procurement	751,000
Communication/Computer Procurement	378,747

**Total CAP** **\$26,843,729**

## State Appropriated Funds

Alaska	\$503,100	North Carolina	133,034
Arizona	61,500	North Dakota	47,000
Arkansas	72,700	Nebraska	32,500
California	80,000	Nevada	85,000
Colorado	177,267	New Hampshire	61,628
Connecticut	36,303	New Jersey	35,000
Delaware	22,660	New Mexico	95,200
Florida	55,000	Oklahoma	36,500
Georgia	57,000	Oregon	32,000
Illinois	150,000	Pennsylvania	300,000
Iowa	25,000	South Carolina	78,068
Kansas	25,000	South Dakota	27,860
Kentucky	30,600	Tennessee	169,742
Louisiana	105,000	Texas	10,000
Maine	25,000	Utah	75,000
Maryland	38,700	Vermont	25,000
Massachusetts	22,500	Virginia	100,000
Michigan	20,000	West Virginia	86,952
Minnesota	65,000	Wisconsin	19,000
Mississippi	60,000		
Missouri	\$ 46,261	<b>Total</b>	<b>\$3,128,075</b>

WITH THE SIGNING OF THE NEW COOPERATIVE AGREEMENT BETWEEN THE U.S. AIR FORCE AND CIVIL AIR PATROL, WHAT WAS ONCE CONSIDERED A "LOOMING POSSIBILITY" — OMB CIRCULARS APPLYING TO CAP — HAS BECOME A REALITY.

*The provisions outlining accounting procedures in the Statement of Work require CAP to comply with OMB circulars. To this end, Civil Air Patrol restructured its Financial Management Directorate and established a new Logistics Directorate at its national headquarters.*

## New Funding Procedures

The Office of Management and Budget was established primarily to assist the president in overseeing the preparation of the federal budget. The OMB has a hand in the development and resolution of all budget, policy, legislative, regulatory, procurement, and management issues.

Working cooperatively with federal agencies and non-federal parties, the OMB establishes governmentwide grant management policies and guidelines through the publication of circulars and common rules. These policies are adopted by each grant-making agency and incorporated into their federal regulations. The grantmaker in the case of Civil Air Patrol is the U. S. Air Force and the Department of Defense grant and agreement regulations. These regulations incorporate the OMB policies and guidelines.

The OMB Circulars that affect CAP include: A-110, "Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals, and Other Non-Profit Organizations"; A-122, "Cost Principles for Non-Profit Organizations"; and A-133, "Audits of States, Local Governments, and Non-Profit Organizations."

OMB Circular A-110 establishes standards for obtaining consistency and uniformity among federal agencies in the administration of grants to and agreements with institutions of higher education, hospitals, and

other non-profit organizations. Significant changes for the corporation under this circular would include reports on cost sharing and matching, additional financial reporting requirements, additional monitoring and reporting on program performance, and changes in the procurement process.

Circular A-122 establishes principles for determining costs of grants, contracts and other agreements with nonprofit organizations. Costs must be reasonable and allocated to the grant, project, etc., in accordance with the benefits received. All costs are considered either direct or indirect. Direct costs are those that can be identified to a specific function. Indirect costs are those that are incurred for common or joint objectives, and cannot be readily identified for a specific function.

The final circular, A-133 sets forth audit requirements for agencies receiving federal funds. It states that independent auditors must perform audits at least biennially in accordance with government auditing standards ("Yellow Book") and American Institute of Certified Public Accountants Statements on Auditing Standards No. 41 and 63. Financial statements present fairly the financial position of the agency and results of its financial operations in accordance with generally accepted accounting principles.

These financial procedures were implemented by CAP beginning October 1, 2000.